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Item 4 (b) of the provisional agenda
Driving Permits

Work plan for the updating of the provisions relating to Domestic Driving Permits and International Driving Permits in the 1968 Convention on Road Traffic and harmonisation of the corresponding provisions of the 1949 Convention on Road Traffic

Submitted by the secretariat, International Organization for Standardization (ISO) and Federation Internationale de L'Automobile (FIA)*

I. Introduction

1. WP.1 at the sixty-ninth session approved of the parallel option of the work plan outlining potential amendments to the provisions related to the domestic driving permits (DDP) and international driving permits (IDPs) prepared by the secretariat, in partnership with ISO and FIA. Due to time constraints at that session, a partnering Contracting Party was not identified, and WP.1 agreed to consider this aspect as a priority at this session (paragraph 29, ECE/TRANS/WP.1/147).

2. The potential amendments amongst others include the translation of IDPs in all official languages of the UN in paragraph 4, Annex 7 of the 1968 Convention on Road Traffic and harmonisation of the model IDP in Annex 10 of the 1949 Convention on Road Traffic to also include pictograms of the authorised vehicle categories. The work plan also covers proposed amendments to Article 41 and Annex 6 of the 1968 Convention relating to

* The present document was not edited before being sent to the United Nations translation services.

the DDP and the harmonisation of Article 24 and Annex 9 of the DDP provisions in the 1949 Convention on Road Traffic.

3. In terms of the parallel option, separate proposals relating to the Driving Permits and IDPs pursuant to the 1968 and 1949 Conventions will be prepared so that formal approval may be considered under each of the respective conventions.

II. Issues

4. In 2013, the secretariat contacted the Contracting Parties to the 1968 and 1949 Conventions on Road Traffic to request the authoritative translations of the text of the international driving permit (IDP) in the different languages of the issuing Contracting Parties. Based on the responses received, the secretariat found that:

(a) Only a small number of Contracting Parties is fully compliant with the requirements of Annex 7 of the 1968 Convention relating to IDPs;

(b) A significant number of Contracting Parties have updated the pictograms on the IDPs which they issue in accordance with the new provisions in Annex 7 of the 1968 Convention which came into effect on 29 March 2011; and

(c) A number of Contracting Parties were incorrectly issuing IDPs. For example,

(i) Issuing IDPs pursuant to both the 1949 and 1968 Conventions when a Contracting Party (party to both the 1968 and 1949 Conventions) should only be issuing an IDP pursuant to the 1968 Convention; and

(ii) Issuing IDPs pursuant to the 1968 Convention when a Contracting Party is party to the 1949 Convention only.

5. In addition, the responses received by the secretariat highlighted a number of inconsistencies regarding the IDPs issued pursuant to the 1968 and 1949 Conventions:

(a) The model IDP (as prescribed in Annex 10 in the 1949 Convention) has not been updated in the same manner as its corresponding Annex 7 in the 1968 Convention – that is, Annex 10 in the 1949 Convention contains only text without any pictograms; and

(b) The specifications for the mandatory languages into which Model 3 left hand page have to be translated differ:

(i) for the 1968 Convention, they are English, French, Russian and Spanish; and

(ii) for the 1949 Convention, they are the official languages of the UN (ie English, French, Russian, Spanish, Arabic and Chinese).

6. The secretariat also found that the IDPs currently issued pursuant to both the 1968 and 1949 Conventions have the following limitations:

(a) The documents contain no security features and are easily copied and altered. The lack of security features makes it difficult for law enforcement authorities to detect fraudulent permits from genuine permits;

(b) There is no register or directory of national motor vehicle agency contact details (telephone, facsimile, email or postal addresses) for the enquiry and exchange of information between national traffic police and licensing authorities to verify the validity of a presented IDP; and

(c) The suspension or cancellation of a driver's domestic driving permit (DDP) should result in an automatic cancellation of an IDP but this is not presently facilitated by the current permit systems within the Contracting Parties.

7. The above findings were presented by the secretariat at the sixty-eighth session of WP.1. The secretariat also made an observation regarding the continuing relevance of communicating the translations of model page number 3 (left hand page) to the Secretary-General of the United Nations as required by paragraph 4 of Annex 7 of the 1968 Convention in light of model page number 3 being largely comprised of pictograms since 29 March 2011.

III. Recommendations

8. To address the issues mentioned in paragraph 5, the following is proposed:

(a) Paragraphs 2 and 4 of Annex 7 of the 1968 Convention be updated to include Arabic and Chinese (the other two official UN languages not presently mentioned) in the list of languages that Model 3 left hand page have to be translated into; and

(b) Harmonization of the model IDP contained in Annex 10 of the 1949 Convention with that contained in Annex 7 of the 1968 Convention.

9. In relation to the observation made by the secretariat in paragraph 7, it is proposed that the translations into all six official languages be included in Annex 7 if legally feasible. This would render all the mandatory pages of the IDP to Contracting Parties in the convention without having to procure translations and would obviate the need to submit translations of copies of the document for verification. If the inclusion in Annex 7 is not legally feasible, the secretariat offered to publish the official translations on the UNECE website for the benefit of the Contracting Parties. In such case, the secretariat also considers it preferable for the Secretary-General of the United Nations to receive a full specimen IDP issued by each Contracting Party, rather than the translations of model page number 3 (left hand page) only. Upon its receipt of full specimen IDPs, the secretariat could create an electronic database containing a copy of each IDP. WP.1 may wish to consider whether such database should be freely accessible to the Contracting Parties only or the general public as well.

10. The work plan details the preparation of two formal papers (ie a paper in respect of each Convention) containing amendment proposals reflecting the above recommendations in paragraphs 8 and 9 above, together with other amendments that may become apparent during the drafting of the proposed amendments, by the secretariat in partnership with a Contracting Party (to both the 1949 and 1968 Conventions), and with the participation of ISO and FIA.

11. The work plan also details the preparation of two formal papers related to DDPs as foreshadowed in relation to the security and suspension/cancellation issues mentioned in paragraphs 6(a), 6(b) and 6(c) above.

12. Noting that article 41(2) of the 1968 Convention requires that an IDP only be recognized if it is accompanied by a DDP, it is proposed that a sponsoring Contracting Party in partnership with experts from ISO and FIA to be identified, failing which a new informal group of experts to be comprised of ISO, FIA and interested WP.1 members consult and draft an informal paper on the integrity of the DDP to facilitate WP.1's discussion. This informal paper would amongst others include suggestions regarding a register or directory of national motor vehicle agency contact details (telephone, facsimile, email or postal addresses) for the enquiry and exchange of information between national traffic police and licensing authorities to verify the validity of a presented DDP.

13. Annex 6 of the 1968 Convention outlines the requirements of a DDP, including that it "shall take the form of a document" and "may be made of plastic or paper." However, Annex 6 does not prescribe any minimum requirements to protect the integrity of the

permit. Therefore, the group assuming responsibility for the DDP amendments will consider the following proposal amendments:

(a) Article 41 be amended to make provision for the notification of the contact details of the issuing authorities for verification of the validity of a DDP; and

(b) Annex 6 be amended appropriately to incorporate minimum security requirements in the DDP to ensure that all DDPs will be able to withstand attempts at alterations and forgeries.

14. In addition, the group assuming responsibility for the DDP amendments will also consider corresponding proposal amendments for the 1949 Convention in relation to DDPs such as:

(a) Article 24 of the 1949 Convention be amended to the same provisions included in the updated Article 41 of the 1968 Convention; and

(b) Annex 9 of the 1949 Convention be amended to the same provisions included in the updated Annex 6 of the 1968 Convention.

IV. Work Plan

15. The parallel IDP and DDP work plan comprised of parts (a) and (b) below was approved by WP.1 at the 69th Session.

A. Proposed IDP Related activities:

16. Between sessions (September 2014 to March 2015):

- Identification of the partner Contracting Party and participating experts from NGOs

17. Seventieth session (March 2015):

(a) Tabling of the first draft amendments to Annex 7 of the 1968 Convention (informal document)

(b) WP.1 comments and changes to the draft amendments

18. Seventy-first session (September 2015):

(a) Tabling of the second draft amendments to Annex 7 of the 1968 Convention (formal document)

(b) WP.1 comments and changes to the draft amendments

19. Seventy-second session (March 2016):

(a) Tabling of the final draft amendments to Annex 7 of the 1968 Convention

(b) Tabling of the 1st draft amendments to Annex 10 of the 1949 Convention

(c) WP.1 comments and changes to the draft amendments

20. Between sessions (March 2016 to September 2016):

- Preparation of the translations and documentation for adoption of the Amendment to the 1968 Convention

21. Seventy-third session (September 2016):

(a) Tabling of the final draft amendments to Annex 10 of the 1949 Convention

(b) WP.1 comments and changes to the draft amendments

22. Between sessions (September 2016 to March 2017):

- Preparation of the translations and documentation for adoption of the Amendment to the 1949 Convention

23. Seventy-fourth session (March 2017):

- Confirmation of adoption of amendments and effective date of implementation for both the 1968 and 1949 Conventions

B. Proposed DDP Related Work Plan:

24. Between sessions (September 2014 to March 2015):

- Identification of the partner Contracting Party and participating experts from NGOs

25. Seventieth session (March 2015):

(a) Tabling of the 1st draft amendments to Article 41and Annex 6 of the 1968 Convention (informal document)

(b) WP.1 comments and changes to the draft amendments

26. Seventy-first session (September 2015):

(a) Tabling of the 2nd draft amendments to Article 41and Annex 6 of the 1968 Convention (formal document)

(b) WP.1 comments and changes to the draft amendments

27. Seventy-second session (March 2016):

(a) Tabling of the final draft amendments to Article 41and Annex 6 of the 1968 Convention

(b) Tabling of the 1st draft amendments to Article 24 and Annex 9 of the 1949 Convention

(c) WP.1 comments and changes to the draft amendments

28. Between sessions (March 2016 to September 2016):

- Preparation of the translations and documentation for adoption of the Amendment to the 1968 Convention

29. Seventy-third session (September 2016):

(a) Tabling of the final draft amendments to Article 24 and Annex 9 of the 1949 Convention;

(b) WP.1 comments and changes to the draft amendments

30. Between sessions (September 2016 to March 2017):

- Preparation of the translations and documentation for adoption of the Amendment to the 1949 Convention

31. Seventy-fourth session (March 2017):

- Confirmation of adoption of amendments and effective date of implementation for both the 1968 and 1949 Conventions.

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Item 4 (d) of the provisional agenda
Convention on Road Traffic (1968):
Loading of vehicles

Convention on Road Traffic (1968)

Loading of vehicles

Submitted by the International Road Transport Union (IRU)

Preamble

The International Road Union (IRU) recommends that the Contracting Parties to the 1968 Convention on Road Traffic consider amending article 30 on the loading of vehicles.

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I. Background

1. Following the latest developments at EU level regarding the roadworthiness package, the European Best Practice Guidelines on Cargo Securing for Road Transport, and taking into consideration International Guidelines on Safe Load Securing for Road Transport, it may be useful to update Article 30 of the Convention on Road Traffic in order to reflect reality and the latest developments on this important aspect of road traffic safety. Indeed, wrongly or not securing the load on a vehicle constitutes an immediate risk to road safety.

2. Securing cargo is crucial for road safety. Loads should therefore be secured in such a way as to cope with accelerations occurring during use of the vehicle on the road.

3. All parties involved in the logistics process, consignors and consignees, including packers, loaders, transport companies, operators and drivers, have a role to play in ensuring that cargo is properly packed and loaded on a suitable vehicle and unloaded in a safe way.

II. Proposal

4. The IRU Secretariat General would like to suggest that the Contracting Parties review Article 30 of the Vienna Convention on Road Traffic - see full text with suggestions in Annex 1 - by including important items in order to improve road traffic safety by considering general safety during all kinds of operations of the vehicle, including emergency situations or uphill starting manoeuvres.

5. The IRU Secretariat General puts forward the following suggestions for Article 30:

(a) The Title should be amended as follows:" Loading Transport Units" instead of "loading of vehicles".

(b) Add an explanatory note to the above title amendment:

- The title was amended to reflect the existing procedure for carrying goods. We should think about swap-bodies and containers in addition to vehicles only.

(c) Add the definition of transport unit to Article 1 of the Convention:

- '"Transport unit" means a motor vehicle without an attached trailer, or a combination consisting of a motor vehicle and an attached trailer;'

(d) Replace "vehicle" with "transport unit" in paragraph 1

(e) Add a new paragraph 2 as follows:

- "2. During transport, all cargo items should be prevented from moving."

(f) Add an explanatory note to amendment 2 above:

- Restraining methods are principally the following: locking, blocking, direct lashing, top-over lashing, combinations of methods in conjunction with friction.

6. Loads must be placed on the vehicle so that they will not injure persons, cause vehicle instability in transit, shift or move within the vehicle or fall from the vehicle.

(a) Renumber all existing paragraphs.

(b) Under 3 insert a new (b) Endangering the load itself or the transport unit.

(c) Add an explanatory note to amendment 3 above:

7. The loader shall ensure that loads cannot damage other cargoes or the transport unit.

(a) Under paragraph 4 (new numbering), starting with "All accessories", add "Web Lashings" after "such as". The amended text should read as follows:

- "4. All accessories, such as web lashings, cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened."

(b) Add an explanatory note to amendment 4 above:

8. Web lashings are often used for top-over (frictional) lashing, but may also be used for direct lashing (especially when the larger sizes of lashing are used). Webbing assemblies are suitable for securing many types of load. They usually consist of a webbing strap with some form of end fittings and incorporate a tensioning device.

9. Finally, the IRU Secretariat General suggests adding two new paragraphs at the end of Article 30, to read as follows:

(a) 7. All persons involved should have knowledge of the safe transport and loading and securing of cargo, commensurate with their duties."

(b) Explanatory note to amendment 7:

10. All persons involved should have knowledge concerning specific requirements for the transport, loading and securing of load which are applicable to the functions that they perform.

(a) "8. Responsibilities for load securing are based on international conventions, national legislation and/or contracts between involved parties and can differ from country to country."

(b) Explanatory note to amendment 8:

11. The driver shall ensure that the vehicle and its load meet the requirements. This is also the case if the load is secured and prepared by third parties.

Annex

I. Suggestions for consideration by the Contracting Parties (suggestions by the IRU Secretariat General are in bold)

Article 30

	Original text	*Suggestions*
Title	Loading of vehicles	Loading ***Transport units***
1.	If a permissible maximum mass is laid down for a vehicle, the laden mass of the vehicle shall never exceed the permissible maximum mass.	If a permissible maximum mass is laid down for a **transport unit**, the laden mass of the **transport unit** shall never exceed the permissible maximum mass.
2.	New entry	**During transport, all cargo items should be prevented from moving.**
3	New numbering	**2 becomes 3,** Every load on a **transport unit** shall... (b) Endangering the load itself or the transport unit **b,c,d becomes c,d,e**
4.	All accessories, such as cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph 2 of this Article.	All accessories, such as **web lashings,** cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph 3 of this Article.
7.	New entry	**All persons involved in the transport chain should have knowledge of the safe transport and loading and securing of cargo, commensurate with their duties.**
8.	New entry	**Responsibilities for load securing are based on international conventions, national legislation and/or contracts between involved parties and can differ from country to country.**

II. Full article 30 including suggestions by the IRU secretariat general

Loading Transport Units

1. If a permissible maximum mass is laid down for a **transport unit**, the laden mass of the **transport unit** shall never exceed the permissible maximum mass.

2. **During transport, all cargo items should be prevented from moving.**

3. Every load on a **transport unit** shall be so arranged and, if necessary, stowed as to prevent it from:

(a) Endangering persons or causing damage to public or private property, more particularly by trailing on or falling on to the road;

(b) Endangering the load itself or the transport unit;

(c) Obstructing the driver's view or impairing the stability or driving of the vehicle;

(d) Causing noise, raising dust, or creating any other nuisance which can be avoided;

(e) Masking lights, including stop lights and direction-indicators, reflex reflectors, registration numbers and the distinguishing sign of the State of registration with which, under this Convention or under domestic legislation, the vehicle is required to be equipped, or masking signals given by arm in accordance with Article 14, paragraph 3, or Article 17, paragraph 2, of this Convention.

4. All accessories, such as **web lashings**, cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph *3* of this Article.

5. [49]Loads projecting beyond the front, rear or sides of the vehicle shall be clearly marked in all cases where their projection might not be noticed by the drivers of other vehicles; at night, a white light and a white reflecting device shall be used for such marking at the front and a red light and a red reflecting device at the rear. More particularly, on power-driven vehicles:

(a) Loads projecting more than 1 m beyond the front or rear of the vehicle shall always be marked;

(b) Loads projecting laterally beyond the outer edge of the vehicle in such a way that their lateral outer edge is more than 0.40 m from the outer edge of the vehicle's front position (side) light shall be marked at the front at night, and loads projecting in such a way that their lateral outer edge is more than 0.40 m from the outer edge of the vehicle's red rear position (side) light shall be similarly marked at the rear at night.

6. Nothing in paragraph *5* of this Article shall be construed as preventing Contracting Parties or subdivisions thereof from prohibiting, restricting, or subjecting to special authorization, load projections as referred to in the aforesaid paragraph **5**.

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[49] See also Point 22 of the Annex of the European Agreement"

7. All persons involved in the transport chain should have knowledge of the safe transport and loading and securing of cargo, commensurate with their duties.

8. Responsibilities for load securing is based on international conventions, national legislation and/or contracts between involved parties and can differ from country to country.